



South Transfer Station Project  
**Summary of Stakeholder Meeting**  
June 3, 2010, 6:00 to 8:00 PM  
South Park Neighborhood Center  
8201 10<sup>th</sup> Avenue South, Seattle, WA

**Attendees**

**Stakeholders**

Patrick Burningham  
Debbie McNeil  
Bill Pease  
Carl Pierce  
Wendy Woldenberg

**Design Build Team**

Tom Aura, Mortenson  
Gary Rea, Mortenson  
Terrill Chang, URS  
Barb Swift, Swift & Company  
Chad Zettle, Miller Hull  
Kathy Wesselman, WPA  
Marcia Wagoner, ReadWagoner  
Michael Read, ReadWagoner

**City of Seattle**

Tim Croll, SPU  
Henry Friedman, SPU  
Jeff Neuner, SPU  
Ruri Yampolski, Arts

**Project Artist**

Carol dePelecyn

**Purpose**

- Review revisions to facility design since last meeting
- Review additional information regarding priority areas identified for investing community amenities into the facility design
- Confirm or revise priorities for investing community amenities fund (\$150,000)

**Summary of Presentations and Discussions**

**Opening Remarks**

Henry Friedman, SPU Project Manager, noted that the design is nearing the 60% complete milestone and thanked the stakeholders for their advice to date. He next reminded the group that the purpose of the amenities fund was to provide a mechanism for the community to recommend specific enhancements to the facility design, since a design-build development method precludes such input in the early stages of design. He continued, pointing out that:

- Amenities must be made on-site, as part of the facility.
- SPU will make the final decision about how the amenities fund will be invested in late June, following additional input from the stakeholder group in this meeting, from the public attending the next open house scheduled for June 22, 2010, and from upper management at SPU.

He concluded by noting that two meetings with the Seattle Design Commission on May 6 and May 20 yielded refinements to the building and landscape which will be reviewed by members of the design team next.

## **Building Design Update**

Project Architect Chad Zettle described questions and feedback received from the Seattle Design Commission during two meetings in May.

- Questions about purpose and effectiveness of the ten-foot high translucent panel at the base of the building were addressed with an interior section-perspective showing trees twenty feet away from the building which allows ample light to penetrate.
- Advice to design the administrative portion of the facility in a way that does not appear tacked-on resulted in additional design refinements.
- Renderings showed how the scale house canopies will be of a design vocabulary similar to the main building.
- Three color schemes were presented and discussed: 1) “bright” sky blue, 2) “neutral” silvery-gray charcoal, and 3) “rugged” rusty orange. With the close proximity of two highways carrying lots of vehicles, the inevitability of dust settling on the building suggests the two darker schemes (neutral and rugged) more appropriate.

The rendering showing the translucent panel raised questions about birds roosting inside the facility. Concerns were addressed by noting that bird spikes will be installed along the flanges of open beams and that an interior liner will cover horizontal wall members and allow for regular washing down of the walls.

Chad next outlined further considerations for the proposal that the viewing room be enhanced with community amenity funds to serve as an art gallery.

- The room is entirely open to the hall along one side, with another side all glass for viewing the activities on the tipping floor, leaving just two 9.5-foot walls 15 and 9 feet long for wall-mounted pieces.
- Questions of who curates and staffs the gallery remain unanswered.
- Hours of operation outside of scheduled facility hours create additional staffing and security concerns.
- For a gallery space, the building code requires an additional means of egress, currently available only through the office space, raising further security concerns.

## **Project Signage Update**

Designer Kathy Wesselman presented a full-sized print of a typical sign showing the selected color of the off-the-shelf vinyl that will enable the Seattle Department of Transportation (SDOT) to repair and update site signs as needed. In response to an inquiry at the last stakeholder meeting, she next showed on a site plan that the rate information signs are located in advance of a designated right-hand U-turn route, enabling a customer to exit the queue if desired.

Operationally, this provision is preferable to having customers stop along the street to view rates prior to entering the site. Regarding a request to review the copy proposed for the “Did You Know...” signs, she indicated that it is still under development and will be presented to the stakeholders at a future meeting.

Kathy next presented some additional options for enhancing the viewing room, first noting that the size of the room will be about half the size of the meeting room in which the group was presently meeting. She showed images of large wall-covering graphics that could be applied to the two blank walls and ceiling of the viewing room and showed how two free-standing partition walls could be built for more display area. The partition walls could potentially be fastened to the floor and ceiling with hardware that would allow temporary removal for large group events.

Kathy also showed a sample of material that could be used for the vandal-proof interpretive signs along the proposed trail.

## **Landscape Design Update**

Landscape Architect Barb Swift presented an updated landscape design plan in which the primary parking areas, drive aisles and planting beds are all laid out at slightly varying angles. A large open meadow dominates the east central portion of the site. Rows of sequoia trees extend to the northeast from the east side of the building and southwest from the west side of the building. Tulip trees will be planted in the beds within the parking lot with cedar trees defining the northern edge of the lot. Additional oak trees will be planted along the southern edge of the site with two small groves planted near the south-east corner. The current selection of plantings has been submitted to the FAA for approval.

Barb next presented additional detail about the north-south trail along the site's eastern margin that was proposed and initially supported by the stakeholder group for investment of the community amenities fund. A review of the City of Seattle 2010 Bike Map, the South Park Neighborhood Plan and the 2006 South Park Action Agenda all support adding more non-motorized multi-use facilities through the area. She noted that SDOT has upgrades planned for the intersection of Kenyon Street and West Marginal Way (SR-99) and that Detroit Avenue, which connects to Kenyon west of SR-509, is slated for bike and pedestrian improvements. The proposed trail could thus form an integral part of a larger network linking this area to the neighborhoods to the east and west. The current design locates the six-foot wide asphalt trail approximately twenty feet from the highway (West Marginal Way/SR-99) at the south end and further to the north, until the trail veers east over the adjacent drainage ditch on a gabion-style stone bridge to the intersection of West Marginal Way and Holden Street.

Acknowledging that creating a visual barrier of dense plantings between the proposed trail and the highway would raise public safety issues, a consistently spaced row of trees along the east side of the trail was suggested to create a physical and psychological barrier between the trail and highway. [Note: The scope of this project is limited to SPU's property.]

## **Public Art Element**

Artist Carol dePelecyn described a temporary art project she is currently working on with staff at the existing South Transfer Station. It will consist of a welded assemblage of metal salvaged from

material brought to the facility for recycling and be installed adjacent to the primary vehicle entrance of the building.

Ruri Yampolsky, Public Art Program Director with the City of Seattle's Office of Arts and Cultural Affairs, clarified that funding for Carol's residency, temporary art project at the existing facility and permanent works at the new facility all come from separate sources and cannot be co-mingled.

## **Discussion and Prioritization of Amenity Options**

Regarding the proposed viewing room enhancements, SPU staff indicated the room may get heavily used and that some improvements could be made with SPU funds in the future. Adding permanent graphics (without the removable partition walls) would require approximately \$45,000 of the \$150,000 fund.

One stakeholder felt that improvements to the viewing room could help to deliver interesting information and key messages relating the city's continually evolving recycling and food waste strategies. A simple projection system could enhance staff led tours. The designers noted that the adjacent meeting room will include a built-in screen and projector for presentations. Others noted that interpretive graphics would compete poorly with the tipping floor activity viewed through the expansive window. Others expressed concerns about wall graphics becoming dated and that an interactive touch screen kiosk would be expensive to program and would require regular updating. SPU staff noted that graphic information about past practices would not become dated and that viewing room enhancements and displays could potentially be provided with utility education funds as part of the ongoing operations budget. Stakeholders generally agreed that the art gallery notion is quite constrained physically and operationally.

Regarding the proposed multi-use trail, stakeholders acknowledged that this unique opportunity to build a key trail segment could serve as a "down-payment" for future segments in the area and help to promote a bike-friendly business area in alignment with the mayor's Walk, Bike, Ride initiative. Adding the trail with interpretive signs and a row of trees would cost approximately \$120,000. Some concern was expressed regarding the willingness of WSDOT to allow the planting of trees within the SR-99 right-of-way.

Most stakeholders present, including SPU staff, supported the construction of a multi-use trail along the eastern portion of the site. Specific reasons cited included:

- The trail would provide non-motorized access to this business area which is likely to grow in the future.
- Any pedestrian/bicycle facility in South Park would be a good investment.
- Planned improvements on Detroit Avenue would complement the proposed trail and pedestrian improvements along Kenyon Street.
- The proposed trail, if extended south when the existing transfer station is converted to a recycling center, could form a portion of a larger loop connection to the often forgotten west side neighborhoods of South Park.

- Completing this segment with these funds represents a unique opportunity to invest in critical infrastructure that will likely inspire construction of additional segments in the area.

In closing, SPU staff noted that given the preliminary estimates, the community amenity fund may cover both the proposed trail and some limited improvements to the viewing room which could be supplemented by ongoing utility education funds.